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War Administration of the Railways in the United States and Great Britain. By FRANK H. DIXON and JULIUS H. PARMELEE. New York: Oxford University Press, 1918. Pp. xii+155.

This monograph is one of the preliminary economic studies of the war prepared under the auspices of the Carnegie Endowment for International Peace. It presents a simple but well-told narrative of the administration of the railways in the United States and Great Britain during the war, the narrative being carried down to the early part of December, 1917.

The experience of the United States is set forth in Part I. The authors review briefly the part played by the railroads and their relation to the government during the earlier wars in which this country has been engaged; sketch the organization of the Special Committee on National Defense of the American Railway Association (popularly known as the Railroad's War Board); describe the earnest efforts of the Board to realize added operating efficiency as a means of meeting the unusual demands arising out of the war; and recount the satisfactory manner in which the railways co-operated with the government. Part I closes with the report of the Interstate Commerce Commission to Congress early in December, recommending unified operation of the railways, either by the carriers or by the government. With the publication of this report it became clear that the period of voluntary co-operation was drawing to an end; that the first chapter in the war administration of the railways was being concluded. The failure of voluntary co-operation the authors attribute in part to the inefficiency of private operation, but also in considerable measure to restrictive legislation (the Sherman Act and the antipooling section of the Interstate Commerce Act), the decentralized condition of government authority, the obstructions interposed by state regulating bodies, the unprecedented amount of traffic offered, the excessive preference orders of the various departments of the government, the selfishness of certain groups of shippers, and to some degree the refusal of certain railroads to comply with the orders of the Railroad's War Board. In the face of these handicaps the record of the railways as shown in the statistical results of freight operation is held to be extraordinary.

Extraordinary though the record may be, the fact remains that the railways did not measure up to the needs of the hour. Early in the war the higher railroad officials had pointed out that they welcomed the opportunity to demonstrate to the country the value in time of war of "railroads with elastic management," yet it only took nine months for a

convincing demonstration to be made of the fact that the policy of "elastic management" was a failure from the standpoint of securing "a maximum of national transportation efficiency."

The administration of the railways in Great Britain is presented in Part II. The authors describe the taking over of the railroads of England, Scotland, and Wales on August 5, 1914, less than twenty-four hours after the formal declaration of war (the railways of Ireland were not taken over until January 1, 1917); the organization of the Railway Executive Committee to which the operation of the roads as a unit was intrusted (the Executive Committee is composed of the chief executives of the leading lines, with the president of the Board of Trade as the nominal chairman); the financial arrangements whereby the owners of the railroad properties were guaranteed a net income equal to that of 1913 (the best year the railways had ever known), thus making it possible for the resources of the railroads to be thrown into a common pool without regard to the effect of this action on the revenues of individual roads; the labor situation; the remarkable record of efficiency of the railways and the far-reaching economies that had to be inaugurated because of the marked shortage of labor. This whole account of British experience is of decided value in that it encourages us to believe that the United States is at last on the right track, and in that it points to the sacrifices that the public must ungrudgingly make in order that the railways of the country may be set free, so far as possible, for the prosecution of the task to which the country is definitely committed.

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The Larger Liberalism. By EDWARD BERNARD BENJAMIN. Printed for the author's private circulation. Cambridge: University Press, 1918. 8vo, pp. vi+199.

The Larger Liberalism is an example of the attempted use of a trip hammer to crack a nut. Roughly, it resolves itself into four parts. The first presents an indictment of industrial society and a statement of "remedial orders" in a summary which is alike free from dogma and analysis. The second offers a series of pencil sketches of the life and thought of industrial workers which masquerade as literature. The third furnishes a criticism of schemes of reform which indicates no careful scrutiny of the proposals condemned. The fourth brings the cosmic discussions of the volume to a head in a defense of price-fixing and the eight-hour day. We are told that "reform will come bit by bit, in little chunks, chiseled by time from society's own adamant heart." The author